



Port of Portland

Box 3529, Portland, Oregon 97208
503/231-5000

August 12, 1996

Jerry Hedrick
Division of State Lands
775 Summer Street, NE
Salem, OR 97301

Dear Jerry:

On August 2, I met with Holly Michael and Joe Pesek at the site of the Rivergate rail construction. We viewed the existing fill and trestle area, and discussed the Port's plans for completing construction. The ODFW personnel had several questions, including when and how the surcharge material and trestle fill were to be removed, and how soils under the fill would be uncompacted.

We expect to remove the surcharge and trestle fills in September. ODFW indicated this time frame was acceptable. The construction sequence of fill removal in the trestle area is as follows. Piling for the abutments will be driven first (a small amount of excavation may be needed to drive the pile through the fill). Then the surcharge fill from the entire length of the project and all fill material down to native soils in the trestle area will be removed. The concrete abutments will then be poured, the trestle constructed, and ballast and rail laid.

The area now under the trestle fill has been compacted about 6 inches over a depth of dozens of feet. Therefore, we expect the amount of compaction in the upper layer of soil to be minimal. These soils will be uncompacted with the tines of a backhoe to a depth of 6 to 12 inches. Native forbs, similar to those being planted at the mitigation area, will be planted on the exposed soils.

While on site, ODFW pointed out a population of purple loosertrife. The Port has taken measures to control this plant by removing the flower heads. In the near future, insects will be introduced in coordination with the Department of Agriculture, to control the population further.

If you have any questions about this construction, please give me a call.

Sincerely,

Dana Siegfried
Project Manager

cc: Holly Michael, ODFW

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